

October 5, 1999

TO: Members of the MAG Regional Council Transportation Subcommittee

FROM: Mayor Wayne Brown, Mesa, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 13, 1999 - 9:00 a.m.  
MAG Office, Suite 200 - Saguaro Room  
302 North 1st Avenue, Phoenix

The next meeting of the Regional Council Transportation Subcommittee is scheduled for the time and place noted above. If you have any questions, please contact me at (480) 644-2388 or James M. Bourey, MAG Executive Director, at (602) 254-6300.

Please park in the parking garage under the Arizona Bank building, bring your ticket, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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### TENTATIVE AGENDA

### COMMITTEE ACTION REQUESTED

1. Call to Order
2. Approval of July 14, 1999 Meeting Minutes
3. Update on Transportation Funding Estimate

In April, the Arizona Department of Transportation met with transportation officials from throughout Arizona to agree on a new set of guiding principles for Arizona's

2. Review and approve July 14, 1999 meeting minutes.
3. For information and discussion.

transportation planning and programming process. A key recommendation from this discussion was the formation of a Resource Allocation Advisory Committee (RAAC). The RAAC has representatives from ADOT, Metropolitan Planning Organizations and rural Councils of Governments. The purpose of this committee is to annually recommend estimates for the distribution of future state and federal revenues. A series of meetings has been held of the RAAC and an update will be provided to the Subcommittee regarding these discussions.

4. Construction of Median Cable Barriers on the MAG Freeway System

Governor Hull has requested that the Arizona Department of Transportation (ADOT) implement median barriers on the regional freeway system as a countermeasure for reducing median cross over crashes on urban freeways. The MAG freeway system has been designed primarily to have a 46-foot median width for which a median barrier is considered optional according to design standards. An ADOT team has reviewed the state-of-practice for placement of median barriers on urban freeways. This included a review of traffic and crash data in other states and has resulted in a Draft Median Barrier Guideline for Urban Freeways. This guideline recommends barriers on medians less than 75 feet in width. According to this recommendation median barriers are required on all existing and planned urban freeways in the region. The guideline also recommends the use of cable median barrier as the most cost effective barrier.

ADOT is planning to utilize available federal Hazard Elimination Safety funds (HES) for retrofitting all existing freeways with cable median barriers. It is proposed that MAG fund installation of median cable barriers on all new freeways (including freeways under construction). Please refer to the enclosed material.

4. For information, discussion and recommendation for approval to:

1. Fund median cable barriers on new freeways (including new freeways under construction) with MAG freeway funds;
2. Fund median cable barriers on all existing freeways with ADOT Hazard Elimination Safety funds;
3. Amend the FY 2000-2004 MAG Transportation Improvement Program to include the following median cable barrier projects in FY 2000 with ADOT Hazard Elimination Safety funding:

- (i) Agua Fria from Northern Avenue to I-17, (\$2.75 million);
- (ii) I-10 from Dysart Road to Stack (I-17) & 7<sup>th</sup> Street to I-17, (\$2.79 million);
- (iii) Pima Freeway from Shea Blvd. To Salt River, (\$1.81 million);
- (iv) Price Freeway from Loop 202 to Guadalupe Road, (\$0.76 million);
- (v) Red Mountain from Loop 101 to Country Club Road, (\$0.67 million);
- (vi) Squaw Peak Freeway from Glendale Avenue to Bell Road, (\$1.34 million);
- (vii) Superstition Freeway from Signal Butte Road to Mountain View Road, (\$1.00 million); and

4. Encourage ADOT to provide for the maximum landscaping feasible.

5. Discussion of Assumptions for the Development of the MAG Long Range Transportation Plan

With the recent acceleration of the MAG Freeway Program now underway, a major transportation milestone for this region will be achieved. Our next challenge is to look into the future and determine how we address our mobility and air quality challenges. In past Regional Council meetings we have discussed the extent to which some facilities should be widened and how we should address improving transit service. If planning assumptions are provided at the policy level, this can be used to develop future plans. This is important due to expected new funding being recommended by the Governor's Transportation Vision 21 Task Force. It is anticipated that in approximately one year the Task Force will make recommendations to the Legislature that may lead to a statewide vote on future transportation funding. A general discussion of planning assumptions by the Subcommittee is requested.

5. For information and discussion.